

THE
"OVERLAND CHINA MAIL"
(PUBLISHED EVERY
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The China Mail.

ESTABLISHED 1845

AGENTS
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No. 16,672.

號七十月十年六十百九千壹英

HONGKONG, TUESDAY, OCTOBER 17, 1916.

庚丙次歲年五國民華中

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HONGKONG
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HONGKONG POLICE RESERVE.

PARADE.

Wednesday, Oct. 19th.—Men of Nos. 3 and 4 Companies who are warned for duty on "Our Day" at Central, 5.30 p.m. in mufti, with rifles under Sergeant Major Hoyalance.

Thursday, Oct. 19th.—Men warned for duty will parade at Cricket Ground at 2.30 p.m. sharp. Helms and Rifles.

Saturday, Oct. 21st.—Defaulters Drill Central Station 4.30 p.m.

OUR DAY, OCT. 19th.

Only men warned for duty will be allowed to appear in uniform on "Our Day." Other members attending the Entertainment must do so in mufti.

A single rose may be worn in the pugger on the left side of the helmet.

The Police Reserve Headquarters Club will be open to ladies from 12 noon. Light refreshments 1 p.m. to 3 p.m. Tea 5 p.m. to 7 p.m.

PROMOTIONS.

The Hon. C.S.P. has approved the following promotions:—
No. 3 Company.
Sergeant 59 Yeung Shuk Ping to be Crown Sergeant.

P. C. 69 Yuen Kwok Chak to be Sergeant.
No. 4 Company.
Sergeant 60 Chan Sig U to be Crown Sergeant.

P. C. 70 Yuen Kwok Yan to be Sergeant.
P. C. 26 A. S. Chan to be Sergeant.
(Sgt.) J. W. FRANKS.
A.S.P. (R.).

CHALLENGING LIKELY MEN.

The following is from a London paper of September 4th:—
Military and the police on Saturday at Leeds "hold up" men, apparently of military age, who were waiting to enter the theatres, music-halls and picture houses. At Birmingham men entering the football grounds at St. Andrews were required to produce their exemption papers. At both places there was considerable excitement, and at Birmingham the spectators, annoyed at the delay, threatened to break down the fence in the football ground.

BUILDING SHIPS FOR FOREIGNERS.

Mr. Petyman, replying to Major Hunt, in the House of Commons recently, said the building of three vessels at present being constructed by British shipbuilders for foreign account was allowed on the express condition that no guarantee could be given that the vessels would be ultimately allowed to be delivered to the foreign owners. This matter was now being considered by the Board of Trade.

AGENTS.

LONDON.—WILLIAM BLAIR, 42, Great Russell Street, W.C. F. ALGAR, 11 & 13, Clement's Lane, Lombard Street, E.C. T. B. BROWN & Co., Ltd., 163, Queen's Road, Victoria St., CLARK, SON & FLATT, 85, Gracechurch St., E.C. G. FRANK & Co., Ltd., 80, Cornhill, GORDON & GORDON, 15 St. Bride St., E.C. ROBERT WATSON, 150, Fleet Street, C. MITCHELL & Co., Snow Hill, Holborn Viaduct, E.C. D. J. KERR & Co., 8, Whitefriars St., E.C. MATHES & O'NEILL, Ltd., 10, 11, 12, New Bridge St., E.C.

SOUTHLAND.—FRED L. SMOYER, 8 North St., David Street, Edinburgh.

PARIS AND EUROPE, MAYNARD FRANK & Co., 18 Rue de la Grange, Bateli, Paris.

NEW YORK.—T. B. BROWN, Ltd., 40, Wall Street, New York City.

SAN FRANCISCO and American Ports generally.—BAY & BLACK, San Francisco.

FOUCHOW.—BROOKER & Co. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

CEYLON.—W. M. BROWN & Co., The Apothecaries Co., Colombo.

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PHILIPPINE ISLANDS.—A. S. WATSON & Co., Manila.

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FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1.20 Per Dozen.
Splits 70 Cts. " "



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AERATED WATER MANUFACTURERS.
Telephone 428.



NOTICE.

ANY EUROPEAN, NON ASIATIC or INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hours of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.10 p.m. Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 Noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS on Week Days.
SUNDAYS.
Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office.
No Season tickets will be issued until payment therefor has been made in Bank Note or by Cheque or Company order representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.

KING EDWARD HOTEL

Central Location
A. L. ELECTRIC TRAM PASS EXCHANGERS.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System throughout.
Best of Food and Service.

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"VICTORIA." J. WITHELL, Manager.

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IN WHICH ARE UNITED THE SUMS OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,
and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1914.
£23,970,387.

I.—Authorized Capital £2,000,000
Subscribed Capital £2,000,000
Paid-up Capital £2,437,500
II.—Fire Funds £2,837,042
III.—Life and Annuity Funds £17,567,590
Sinking Fund Account £23,970,387

Revenue Fire Branch £2,381,456
Life and Annuity £1,141,693
Revenue Marine Department £37,539
Other Receipts £478,940
£23,970,387

T is Accompanying Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

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PAPER FOR ALL INTERESTED
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Oil Drilling Cables of any size up to 3,000 feet in length

Prices, Samples and full particulars will be forwarded on application to

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Hongkong, April 11, 1912.

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GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL.

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Adjoining the Raceway, 1,400 feet above Sea Level
FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL.

Telephone in all rooms. First-class Office, Lounge, Smoking and Ladies
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Terms—From 50 p.m. per day.
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P. O. FRUGIER,
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In Bags of 250 lbs. net.

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG
TUESDAY, 17th OCTOBER.

8 A.M. 'HONGSHAN' 8 A.M. 'HONAM'

10 P.M. 'FAISHAN' 5 P.M. 'KINSHAN'

WEDNESDAY, 18th OCTOBER.

8 A.M. 'HONAM' 8 A.M. 'HONGSHAN'

10 P.M. 'KINSHAN' 5 P.M. 'FAISHAN'

Single Fare by Night Steamer \$ 6.00

Return Fare by Night (available also for Return by Day Steamer) 11.00

Single Fare by Day Steamer 5.00

Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.

S.S. 'TAISHAN' Tons 2008. S.S. 'SUI TAT' Tons 1661.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 22nd OCTOBER.

The Company's Steamship "TAISHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at

7.30 A.M. and from Hongkong at 1 P.M., from the Company's Wing Lok Street

Wharf.

CANTON-MACAO LINE.

S.S. 'SUI TAT'.

Departures from Macao to Canton on Monday, Wednesday and Friday; at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO

STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,

AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

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S.S. 'SAINAM' 588 Tons, and S.S. 'HANGING' 468 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday, at about 9 A.M., and the other leaves Wuchow for Canton on the

same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to

Canton or Wuchow by the Company's direct Steamers 'LINTIAN' and

'SANGUL'. These vessels have superior Cabin accommodation and are lighted

throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

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(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
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Works Office, 43, CANTON ROAD, CENTRAL, HONGKONG. Telephone No. 469.

Shipyards: Sham-Sai-Po, Kowloon, Hongkong. Telephone No. 9.

Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1912.

Bournville

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HIGHEST GRADE
BRITISH MADE

CADBURY'S
"BOURNVILLE COCOA" represents the
highest grade of nutritive cocoa at present on
the market; it fully maintains its high reputation
in food value and delicacy of flavour, and
is second to none in any respect whatsoever.
Medical Magazine, March 1912.

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INTIMATIONS

WE BUY BUTTERFLIES,
Pay Cash and a Good Price.

ADDRESS your offers with prices to
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Paris (France), who will send his
pamphlet free. [900]

CHINA EXPORT-IMPORT AND
BANK COMPAGNIE.

NOTICE IS HEREBY GIVEN that
any persons or firms having claims
against the Hongkong Branch of the
CHINA EXPORT-IMPORT AND
BANK COMPAGNIE are required to
file same with the Liquidators on or
before 31st October, 1916, after which
date no claim will be recognized.

BRADLEY & Co., Ltd.
Liquidators
Hongkong, Oct. 2, 1916. 1088

"REGAL" RECORDS.

FAMOUS SCOTCH SONGS.

6579 (Draw The Sword Scotland)
Sound the Fife

6581 (The Piper O'Dunee)
A Man's A Man For A That

6583 (When The Kye Comes Home)
My Love, She's But A Lassie Yet

6585 (O'A The Airts The Wind Can Blaw)
Scotland Yet

6590 (March Of The Cameron Men)
(The Duff's Awa)

THE ANDERSON MUSIC
CO., LTD.

6, Des Vaux Road. TEL. 1322.

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Importers-ExportersCommission Agents
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YOKOHAMA, JAPAN.
BOMBAY, INDIA.
China:—
HANKOW,
SHANGHAI,
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Every kind of Footwear
MADE
TO
ORDER



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FREDERICK STREET,
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Telephone No. 491.
Hongkong, March 20, 1914.

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EVER ISSUED UNDER
PURELY NATIVE DIRECTION.

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\$17.00 to all other ports.

5, WILKINSON STREET, HONGKONG.

INTIMATIONS

"OUR DAY"

THE EXCHANGE BANKS will be
CLOSED for the Transaction of
Public Business on THURSDAY the
19th instant at 1 p.m.
Hongkong, Oct. 18, 1916. 1135

THE CHINA LIGHT AND POWER
COMPANY, LIMITED.

THE FIFTEENTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the Company will be held
at the Office of the Company, St. George's
Building, No. 6, Connaught Road,
Victoria, on SATURDAY the 21st day
of October, 1916, at 11.30 A.M. for the
purpose of receiving a Statement of
Accounts and the Report of the General
Managers for the year ending 31st July,
1916, and electing a Consulting Com-
mittee and Auditors.

The TRANSFER BOOKS of the
Company will be CLOSED from 18th
to 21st of October, 1916, both days
inclusive.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, Oct. 6, 1916. 1106

THE DAIRY FARM CO., LIMITED.
NOTICE TO SHAREHOLDERS.

THE TWENTYTH ORDINARY
MEETING of the SHARE-
HOLDERS in the above Company will
be held at the Company's Town Office,
2, Lower Albert Road, Hongkong, on
MONDAY, the 20th October, at 12 Noon
for the purpose of presenting the Report
of the Directors and Statement of
Accounts to 31st July, 1916.

The TRANSFER BOOKS of the
Company will be CLOSED from
SATURDAY, 14th October to WEDNES-
DAY, 1st November, 1916, both days
inclusive.

By Order,
M. MANUK,
Secretary.

N.B.—Persons holding shares not
registered in their own names are
recommended to send such shares to be
transferred.

Hongkong, Oct. 7, 1916. 1112

DAIRY FARM NEWS.

NOTHING CAN EXCEL
OUR
**DAIRY BRAND
BUTTER.**
IT IS ABSOLUTELY THE BEST
NEW ZEALAND TABLE BUTTER.
Sole Agents
THE DAIRY FARM CO., LTD.

IMRODS

Gives Instant Relief
No matter what your respiratory
organs may be suffering from—whether
ASTHMA, BRONCHITIS,
CROUP, OR
ORDINARY COUGH.
—you will find in this famous remedy
a restorative power that is simply
unparelleled.

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Sole Agents in
China, Japan, and
the Far East.
Apply to
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HONGKONG.

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(PUBLISHED ANNUALLY)
ENABLES traders throughout the World
to communicate direct with English
MANUFACTURERS & DEALERS
in each class of goods. Besides being a
complete commercial guide to London and
its suburbs, the Directory contains lists of
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with the Goods they ship, and the Colonial
and Foreign Markets they supply.

STRAINSHIP LINES
arranged under the Ports to which they sail,
and indicating the approximate sailings.

PROVINCIAL TRADE NOTICES
of leading Manufacturers, Merchants, etc.,
in the principal provincial towns and
industrial centres of the United Kingdom.
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tisements from 2s.

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25, ABchurch Lane, London, E.C.

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"CHINA MAIL"

CONTAINS ALL THE NEWS
OF THE WEEK

PRICE 25 cts. (Cash) per Copy.

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SANTAL
CAPSULES

More Certain Cure

"LEADING THE WAY"

**"CAPSTAN"
MIXTURE**

"THE SKIPPER'S FAVORITE"

W. D. & H. O. WILLS.
BRISTOL and LONDON.

THE "TIP" SYSTEM IN
AMERICA.

Many readers will doubtless be
interested in the following article which
we extract from the "New York
Herald":—

There was a good deal of discussion
yesterday regarding the article in the
"Herald" about an Englishman at the
Vanderbilt who wanted to know what a
man ought to tip the employees. Hotel
managers were of the opinion that tipping
should be left entirely to the discretion
of the man stopping at the hotel, accord-
ing to the actual service he believes he
has received.

So far as waiters are concerned there is
hardly anybody better qualified to speak
than Frank Tosatti, head waiter of the
Rosa Room of the Waldorf-Astoria.
Tosatti said that if a waiter is assured
of receiving a ten per cent. tip on the
average he ought to be perfectly satisfied.

"As a matter of fact," said Tosatti,
"our waiters don't expect any certain
amount and if one gets ten per cent. on a
check he is absolutely satisfied. If a
man ate luncheon and his bill came to
\$1 he would have to be satisfied with ten
cents tip. If this man were with a friend
and their combined check was \$2 the
waiter would smile for twenty cents. He
is a philosopher, and he knows that for
dinner he is likely to have two parties
in which the checks run to \$20 and the
tip may be more than \$2. The trouble is
that most persons who eat in hotels
won't set themselves any fast rule for
tipping. The man who tips lavishly
makes it hard for the man who doesn't.
Some persons give extravagant tips. For
instance, I know one man who gives a
waiter \$1.50 for serving him a drink! That
sort of thing spoils a waiter and does
not make for good service. In a way it
is a sort of ostentatious tipping. A good
restaurant should provide uniform service,
and the lavish tipper is a foe to one."

A SUGGESTED SCALE.

"Another employee of the Waldorf-Astoria
in giving his idea of what tips should be
suggested from ten cents to twenty-five
for breakfast, the same for luncheon, and
from forty to fifty cents for two persons
at dinner. That, he said, is what a waiter
expects. It depends upon the ordering as
well as the amount of the check. Where
an elaborate luncheon is served, the
waiter is hopeful of receiving thirty to
fifty cents for two persons. This man
also thought that the ten per cent. rule
was a good one. He declared that where
a man had a check for \$30 at dinner he
would not think that it was too much to
give the waiter \$3. It was added that
Broadway restaurants have spoiled many
waiters—that is the type of place where
the spendthrift orders a round of drinks
and gives the waiter a dollar for bringing
them.

John J. Geerin, who has charge of the
bell boys in the McAlpin Hotel, declared
that he would not keep a boy who showed
signs of forcing tips. In his opinion
tipping and the amount of the fees depend
upon the ability of the service.

"You would be surprised how most
persons have their ten cents ready for the
bell boys who escort them to their rooms
and how quickly this mounts up during
a day," said Geerin. "In this country
a boy is quick to know the man who does
not tip him to do his work and get back
to his job."

CHILDREN TEN PER CENT.

An assistant manager of another hotel,
who requested that his name should not
be used, said that the waiters were well
satisfied with ten per cent. of the amount
of the check as a tip. Now and again, he
said, a waiter knows that chance will
throw some unusually generous person his
way, and he is thankful for it.

"Taking it all in all, I think," said
this assistant manager, "that the system
of tipping in this country is far more
sensible than in England or Europe."

"At one of the big uptown hotels there
was living recently one of the lavish
tippers. He had two automobiles, a sail-
ing boat, and a yacht. His tips cost him about
\$100 a week, not because the service in

the hotel expected that, but because he
rather liked the idea of waiters, porters
and bell-boys jumping about as soon as
he made his appearance in the lobby. If
the restaurant was crowded he thought
nothing of handing the head waiter \$10,
just to get him a table. He gave the
doorman \$1 for whistling for his automo-
bile, and some weeks his tipping bill went
up to \$150. He was one of those men
for whom the waiters and other employes
of the hotel look to relieve the ten per
cent. monotony, if it does become too
tedious.

DEFENCE OF DUTCH INDIES.

The "Gazette de Holland" says:—
The second Bill referred to contem-
plates a European and native conscript
army, though it only goes so far as to
empower the authorities to introduce
these drastic reforms. It is wisely pro-
posed to start with European conscription,
yielding a few thousand men. The idea
is, however, to ultimately establish a
large native conscript army, a step
unprecedented in the tropical colonies of
the Powers. If the plan eventuates on
the lines advocated by Major van der
Weyden, of the General Staff of the
Colony, and personally explained by him
recently to the Queen, it would mean an
addition to the existing forces of an army
of 100,000 natives, but such a force would
be capable of almost limitless extension
so far as human material goes. Universal
service, would, under his scheme, be
introduced in say Java and Madura, under
conditions making it possible to select
those best fitted for martial service. The
cost involved would be very high, but it
should not prove too much for the re-
sources of the Colony and mother
country.

No such far reaching measure must be
introduced without the most careful con-
sideration of the delicate questions
involved, but opinion generally in this
country seems to be coming to regard it
as inevitable if the Colony is to be put
in a serious state of defence. Such a
step, however, essentially demands the
adoption of a more progressive Colonial
policy and a more rapid development of
both people and country. If a citizen's
obligations are imposed on the native, he
must necessarily be given a citizen's
privileges. If the granting of the latter
be impeded, it follows that the imposi-
tion of the former is unsafe. Education
must be extended far beyond
the essential basis of a strong State.
There must also be a careful evolution of
popular institutions. What has become
of the Bill introduced early last year to
establish a Colonial Council on a semi-
electoral and consultative basis? In-
dustrially, too, the Colony must be
developed: the present war has sufficiently
indicated where the backbone of a nation's
fighting strength lies in modern warfare.
The only possible ideal for Holland in the
East is the formation of an Indian State,
strong and prosperous, of which the
natives themselves are proud, which they
regard as their own country and in
defence of which they will be found ready
to shed their blood.

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rich red blood and
plenty of it—in his body.

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OF ALL CHEMISTS

INTIMATIONS



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Hongkong September 4, 1915.

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No. 2 DOCK, KOWLOON	100	100	10	10
No. 3 DOCK, KOWLOON	100	100	10	10
No. 4 DOCK, KOWLOON	100	100	10	10
No. 5 DOCK, KOWLOON	100	100	10	10
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Hongkong, Oct. 17, 1916. 1144

(Continued on page 8.)

THE DIARY.

MEMOS. FOR TO-MORROW.

Entries close for Gymkhana on 25th.
11 a.m.—Auction of Saddlery at Messrs. Hughes and Hough's.
11 a.m.—Auction of Sundries at Messrs. Hughes and Hough's.

General Memoranda.

THURSDAY, Oct. 19:—
President Li Yuan Hung's 52nd birthday.
"Our Day." Sale of Roses; English Fair on Murray Parade Ground; and Evening Fete in Public Gardens.
FRIDAY, Oct. 20:—
3.30 p.m.—Auction of Office and Household Furniture at Messrs. Hughes and Hough's.
SATURDAY, Oct. 21:—
11.30 a.m.—China Light and Power Co's Meeting.
H.K.C.C. v. R.E. (Home).
SUNDAY, Oct. 22:—
9 a.m.—Excursion to Macao by s.s. "Taishan".
MONDAY, Oct. 23:—
10 a.m.—Criminal Sessions.
FRIDAY, Oct. 27:—
Hongkong Stock Exchange Settlement Day.
SATURDAY, Oct. 28:—
3.15 p.m.—Gymkhana Meeting at Happy Valley.
MONDAY, Oct. 30:—
Noon—Dairy Farm Co's Meeting.

THE CHINA MAIL.

NOTICE.

Communications relating to news should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication, but as evidence of good faith.
All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$36 per annum; per quarter and per month 12s. and 4s. respectively.

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts. Credit 30 cts. per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage 1s. per annum extra. Single copies twenty five cents each.

Alterations and additions to Advertisements on Pages 2, 3, 4, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 5 and 8 should be sent to the Office, not later than 1 p.m.

New Advertisements should be sent in before 4 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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THE CHINA MAIL, LONDON.

VISITING CARDS

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and common sense. But in its official disguise the tale could be reckoned on creating a sensation among Chinese readers too ignorant of affairs to recognise the transparent fraud, and it ought to be the business of some agency in China to secure the publication of an authoritative refutation in every paper in which the original fiction was published.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Members of the Hongkong Gymkhana Club who are owners of ponies are reminded that entries for the last meeting this season close to-morrow.

During the fortnight ending 7th October, no less than 4770 rats were caught in Hongkong and Kowloon. None were found to be infected and there have been no infected cases since August 19th.

We have asked by the "Our Day" Committee to state that by an oversight, it has not yet been announced that entrance tickets for the "Our Day" festivities can be obtained at the Anderson Music Co. as well as at Messrs. Moutrie's and Robinson's.

The General Post Office will be closed at 1 p.m. on "Our Day" 19th inst., except for the sale of stamps. The Money Order office will close at the same time. The Branch Post Office will remain open with the exception of Kowloon B. P.O., Tsim Sha Tsui.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Rice Guild \$100
Anonymous 10

We are informed by Messrs. Ewins and Needham, that now that probate has been obtained in the estate of Mr. Needham, who died at sea on the 4th inst., the office of the firm will be closed to-morrow for one day, as a mark of respect to the memory of Mr. Needham.

Japan papers record the death of Mrs. Eliza Catherine Seidmore, mother of Mr. George H. Seidmore, the United States Consul-General at Yokohama. The cause of death was heart trouble and collapse, the result of an accident about a month previous. On 6th Sept. Mrs. Seidmore fell and broke her leg, and due to her advanced age she was not able to recover from this shock. Mrs. Seidmore was 92 years old, the oldest foreign resident living in Japan. Japan had been Mrs. Seidmore's home for the last thirty-six years. She came to Japan at about the time that her son received his first consular appointment to Japan in 1885. The Yokohama foreign community has had no member more loved and respected than Mrs. Seidmore, says the Japan Advertiser. She is survived by her son, the American Consul-General, and a daughter, Miss Eliza R. Seidmore, also of Yokohama.

THE TUCHUN'S ARRIVAL IN CANTON.

H. E. Luk Wing Ting, the new Tuchun of Kwongtung, reached the Capital at midnight on the 13th inst. and took up his abode at the Military Headquarters.

The following morning with a military escort he paid one or two visits, and since then there has been a continual stream of officials both civil and military paying calls upon His Excellency.

WHAMPONG MILITARY COLLEGE DESTROYED.

Fire broke out at 8 p.m. on the 14th at the old Whampoa Military College, which had been closed for three years, and had recently been occupied by General Lung Chai Kwong's troops while waiting for transport to take them to Hainan.

CHAMBERLAIN'S PAIN BALM

There is nothing so good for muscular rheumatism, sprains, lameness, cramps of the muscles, bruises, and like

SHIPS THAT CARRY OPIUM.

IMPORTANT DECISION BY LOCAL MAGISTRATE.

SHIPPING AGENTS FINED.

A case in which the decision was vastly important to the shipping firms of Hongkong was given by Mr. F. A. Hazeland this morning. The charge was one of allowing a ship, the *Tai Sze Ma*, a Chinese vessel running between Hongkong and Kwong Chau Wan, to be used for the importation, carriage or conveyance of opium into this Colony.

The evidence of Inspector Wildin of the Revenue Department at a previous hearing was to the effect that 150 tons of prepared opium worth more than \$1,500 was found in the treasure safe of the ship along with between \$10,000 and \$20,000 worth of coin. Enquiries showed that the ship's commander and the assistant commander absconded after the opium was discovered and the keys of the safe were produced by the clerk.

The charge of possession against the clerk failed and the present charge was a sequel.

The defendant firm was summoned under section 46 of the Opium Ordinance 1914 and the alleged offence committed on Sept. 16th, 1916. Defendants were agents for the ship with offices in Queen's Street.

Dealing with the question as to whether a commander of a ship could be described as an "officer or crew" within the meaning of the section, Mr. Hazeland said he was of opinion that a commander could not be regarded as an "officer" but that he came within the meaning of the word "crew." The word "officer" in the section referred to the officer who kept a watch on the bridge, i.e. the Chief Officer, 2nd Officer.

Continuing, the Magistrate said: "I propose to regard the word 'crew' in this section as meaning 'seamen.' I also propose to adopt this meaning given to the word seaman under the Merchant Shipping Act 1894. In section 742 of the Act the word 'seaman' is regarded 'as including every person (except masters, pilots and apprentices duly indentured and registered) employed or engaged in any capacity on board the ship.' It was held by Lord Coleridge, C.J. that this definition would undoubtedly include such a person as a steward. The term 'seaman' also included medical practitioners, stewards, cooks and interpreters, when part of the complement of a ship. (See *Temperley and Moore* on the Merchant Shipping Act, p. 416.)

I am of opinion therefore that a commander on a ship is a member of its crew within the meaning of the section. I am of opinion having regard to the evidence which has been adduced that every reasonable precaution had been taken to prevent the unlawful use of the said ship. I now propose to refer to that part of the section which reads as follows:—'And that none of the officers or their servants or any of the crew of the said ship were implicated therein.' The following evidence was given on this question:—J. C. Wildin deposed inter alia as follows:—I am R.O. on the 17th at 9 p.m. I boarded the s.s. *Tai Sze Ma* in company with five R.O.s. R.O. 2 and myself entered the commander's room. The defendant in the last case was present. I asked for the key of the Treasury room which was entered from the commander's room. He produced the key and opened it. In the Treasury room was a safe. I asked him to open it. He produced the keys and opened it. I saw R.O. 2 find inside the safe 105 tins. Each tin contained one tin of prepared opium. Fifty of these tins were packed in a tin-lined tin. The remaining 55 tins were done up in a bundle. Each tin was wrapped up in the paper like that produced. Underneath the safe were found two other similar tins which had contained opium but were empty. In a basket produced which was on the top of the Treasury were 20 one-tin tins of prepared opium. These tins were similar to those found in the safe. The defendant went into the witness box and deposed that he also. The commander of the *Tai Sze Ma* absconded after the opium had been seized. The assistant commander also absconded at the same time.

The inference is irrefragable that the safe was under the charge of the commander and if the safe was under his charge the inference is also irrefragable that he either owned the opium or was acting as carrier for somebody.

The court's decision is a landmark case, showing that a ship's commander is considered part of the crew for the purposes of the Opium Ordinance. The shipping agents involved were fined for allowing the ship to be used for opium transport.

strongest fact showing the commander's intimate and close connection with the opium. With respect to the construction to be placed on the word 'implicated' in the section, I am of opinion that the Legislature intended the very widest meaning should be given to this word. I find as a fact that having regard to the evidence adduced that the commander was implicated within the meaning of the section. It was contended on behalf of the defendant that there must be a conviction before a person can be said to be implicated under the meaning of the section. I am of opinion that there need not be conviction. On this point I need only say that if the Legislature intended that word 'implicated' should mean 'conviction' (the Legislature) would easily have used this word. I order the defendant to pay a fine of \$250 or three months' hard labour.

THE HUNG HOM MURDER.

ACCUSED LIBERATED.

St. Wm. Bees Davies, K.C., sitting in the Criminal Court this morning formally discharged a Chinese accused of the murder of a former partner at Hung Hom. Accused was tried at the last Criminal Sessions and after a trial lasting three days the jury disagreed.

The Hon. Attorney General (Mr. J. H. Kemp) appeared for the Crown and accused was defended by Mr. G. Chaloner Alabaster (instructed by Mr. P. W. Goldring).

The Attorney General entered a *nolle prosequi* and asked for the prisoner to be discharged.

The Chief Justice intimated that the indictment would not be proceeded with owing to the disagreement of the jury.

Prisoner was discharged and subsequently arrested on a deportation warrant.

A WOMAN'S CLAIM.

SEQUEL TO SHORT-LIVED FRIENDSHIP.

A concubine who alleged that she had to leave her husband because of his bad treatment claimed \$800 for personal effects, including wearing apparel, furniture, etc., which she alleged the man and his wife were holding on to.

Mr. Mattingley, of Messrs. Deacons, Lockyer, Deacon and Harston, represented the claimant and Mr. E. Davidson, of Messrs. Hastings and Hastings, the defendant.

The plaintiff described how she met the male defendant in a house at Shek Tong Tsui and took away with her to his home a quantity of furniture. She was forced to leave him owing to bad treatment and when she claimed the furniture he and his wife said it belonged to them.

LADY MAY'S "OUR DAY" ROSE FUND.

Already acknowledged \$2,940
Mrs. Soehne 10
Anonymous 25
Commodore and Mrs. Sandeman 25
Hon. Mr. C. Severn 50
Dr. and Mrs. Marriott 100
Mr. T. F. Hongh 150
Total \$3,300

N.Y.K. MAKES 17,000,000 YEN IN SIX MONTHS.

The business accounts of the Nippon Yusen Kaisha for the first half of this year were closed on Saturday. The net profit of this term is reported to have been 17,000,000 yen, an increase of about 8,000,000 yen over that of the previous term.

CLOSING SHARE QUOTATIONS.

3.30 p.m.
Banks 7 7/8 sales
Sugars 12 1/2 buyers
Rice 12 1/2 buyers
Cement 10 1/2 buyers
Def. Bonds 133 buyers
Zinc 182 sales
Soy Beans 113 buyers
Sung Yaks 16 buyers
Yungtsoos 6 sales

THE COLONIAL BUDGET.

THE GOVERNOR'S ANNUAL STATEMENT.

SATISFACTORY INCREASE OF REVENUE.

THE COLONY'S WAR CONTRIBUTIONS.

H. E. The Governor at the Meeting of the Legislative Council this afternoon made his annual Budget Statement.

He stated that the revenue receipts during the first six months of the current year had been satisfactory and the deficit of \$452,687 with which the year commenced was on June 30th converted into a credit balance of \$344,903. It is estimated that the balance of assets over liabilities at the end of the year will be \$1,003,643.

The Revenue for the current year is now expected to amount to \$13,274,000, or \$1,861,990 more than the original estimate, while the expenditure for 1916, which was originally estimated at \$11,522,744 is now expected to fall short of that figure by \$65,504.

The estimated expenditure for 1917 is put at \$12,396,155.

His Excellency explained the details of this expenditure and brought his address to a close with the following remarks:—

NO SURPLUS BALANCE WANTED.
For the first time for some years it is not necessary for the Governor to balance the budget by drawing upon surplus balances in order to meet an estimated deficit. There is an estimated surplus of Revenue over expenditure of \$446,842 which added to estimated balance at the end of this year of \$1,003,643 makes a total of \$1,449,485. This will be a cash balance, but I would anticipate any suggestion that the possession of such a balance indicates that more revenue has been raised than is required for the needs of the Colony, by remarking that we must not lose sight of the fact that the high price of silver, high exchange, extraordinary influx of population, and large economies in public works and in other directions have all contributed to swell our net receipts during the year while much of our revenue is derived from sources susceptible of violent fluctuations. It behoves us also to bear in mind that

shows no signs of taking an end. It is therefore our obvious duty to husband our resources and increase them wisely as opportunity may offer, for no man can tell what sacrifices the Empire may not have to make before the goal of complete victory which, in common with her valiant Allies, she steadfastly keeps before her eyes is finally reached.

In the common effort towards that end this Colony has taken no ignoble part. Referring to the financial side alone the annual expenditure for the defence of the Colony and in connection with the War will this year probably amount to \$2,716,362 and is estimated for next year at \$3,017,707. She is about to present the Imperial Government with a gift of \$3,000,000 and she may increase that gift if adequate and satisfactory ways and means of finance can be found. It may also suffice some who are ever ready to criticize without first taking the precaution of ascertaining facts—a very common failing in this Colony—to learn that her contributions to Imperial War Funds and to War Charities are at present as follows:

British War Loans £2,693,000, including £90,000 in British War Expenditure Certificates, £73,000 in six per cent. Exchange Bonds, and £200,000 in War Savings Certificates.
Charitable and other Contributions to the War:—
Prince of Wales Fund £31,500
War Charities—administered by the local committee £15,000
The British Red Cross Society "Our Day" subscription 1916 £1,330
With, I hope, a large addition this week.
Sir Robert Ho Tung to the Red Cross Society £1,920
and also two aeroplanes 23,000
Tsi Yau Bank—one aeroplane 21,000
Community of Hongkong—two aeroplanes 23,000
The Belgian Relief Funds about 2,400
The Belgian Red Cross Fund 2100
Motor Ambulance, presented by Mr. Lau Chu-pak and others 2,453
Motor Ambulance presented by the ladies of Hongkong 2,450
The Navy League—Star and Garter Fund 21,000
The Tobacco Funds about £1,000
Total £25,263

supplemented by a gift of tobacco from the men of U.S.S. "Wilmington." I do not suggest that the Colony has done enough. In this small but important outpost of the Empire we have been less affected by the War than other parts of the Empire and it is therefore a clear duty to make real sacrifices in aid of the enormous work going on for the relief of suffering among our gallant troops, and not merely to give of our abundance.

HONGKONG MEN AT THE FRONT.

In this War, men and more men, are required and it is right that I should again mention what has so far been done by this Colony during the War. Between two and three hundred men have gone to fight. It is difficult to calculate the exact number as some have joined at home, but later on all the names will be carefully recorded.

The number may not seem large but the Colony is small, while her trade and her ship trade has to be maintained. It also means of the culture

local Volunteer Forces and making themselves efficient release men of the Regular Army and so indirectly help to increase the fighting force. It is astonishing to me to find that after all the efforts that have been made there are still men holding back. By means of the Registration of Persons Ordinance, which you passed last June, a weapon has been placed in the hands of the Government whereby the names of many men apparently eligible for service either in the Volunteer Forces or in the Special Police Reserve have come to light. I hope the knowledge that their names are known may have the desired effect, but if it has not I shall not fail to consider whether further powers should not be asked for. Of those who have gone to fight for King and Country at least 10 have I regret to say, already fallen. Among the names are several who were accomplished in more than one branch of sport, and we may feel sure that they fought as sportsmen to the end. Their gallant deeds will not be forgotten and I hope that in due course a suitable monument will be erected to their memory, though in the thoughts and hearts of their friends here they already have won a "Memento Aere Perennius."

It is proposed to take the second reading of the Supply Bill a fortnight hence, and in the meantime if the Unofficial Members would like to have any further explanations than have been given by me, or embodied in the notes appended to the Draft Estimates, the Colonial Secretary and Treasurer will be glad to give them.

THE HONGKONG PETITION.

MR. POLLOCK ASKS FOR EXPLANATIONS.

The Hon. Mr. Pollock gave notice that he would put the following questions at the next meeting of Legislative Council, namely:—

1. With reference to the following statements in paragraph 5 of the Despatch of 12th Dec. 1915, to the Secretary of State for the Colonies on the subject of the recent Petition for greater representation of the Public in the Executive and Legislative Councils, namely:—

"It is quite impracticable to apply the principle of election by appointment to a body like the Executive Council and it does not seem necessary to set out the very obvious reasons for which such a proposal could not be entertained."

2. Will the Government state what are the reasons why such a proposal could not be entertained?

3. Will the Government also state for what reasons 2 out of the 4 non-Chinese Unofficial Members of the Legislative Council are Government nominees instead of being elected as members?

"OUR DAY."

THURSDAY'S PROGRAMME.

3.00 p.m.—Opens with entrance of Governor and Band playing National Anthem.
At conclusion of National Anthem, a Red Cross Contingent inspected by H.E. The Governor in the Red Cross Enclosure and competitions commence there.
All side shows commence and doors of Theatre are opened for 1st Performance.
Drums, Megaphones, Bugles, Boaters, Hawkers, etc. attracting attention to various side shows.
3.15 p.m., 4.45 p.m. and 6.15 p.m. In the Theatre, "A Night at Flynne."

A DRAMA OF THE FAIRIE.
Introducing various musical numbers including the Titanic Pugilists' Encounter between "The Boston Bruiser," Light Weight Champion of Moose Jaw, and the Heavy Weight Champion of Flynne's Cabook.
3.20 p.m., 4.50 p.m. and 6.15 p.m. MATPOLE DANCE.
Winosons Lasses, Grace and Beauty.

"THE SWANES."
4.00 p.m. and 6.30 p.m. In their renowned conglomerate galaxy of Vocal and Terrestrial Aerobics, All the time, Donkey Rides for the Children, grown up or otherwise.
The "Lucky Well"—magnificent prizes with every ticket.
The "Cantara Obscura"—inside dark ones: Outside can see.
"Arry and Arry"—with their Coter Barrow.
Cocoon Rhy—The only way to the milky "whew." Roll, bowl or pitch.

The "EVERYTHING STORE." Surprises from every part of the civilized Globe at Bargain Prices, not Dances.
The "JUNGLE SHOOTING RANGE." The chance of a lifetime. Lions, Elephants, Big Game of every description, including the Pink Tiger.
"AUNT SALLY." Impossible to describe. Halfway mark for Blind Men.
6.45 p.m. INDIAN DANCE. To the blaze of an enormous Bonfire, during which the illuminations in the grounds will be extinguished.
"Kicking the Football."
The only other opportunity of Shooting.

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How far can you drive?
Who is the longest driver?
An accurate record of every drive.
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All the Goods at 1/2 price.

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Children's Hair.
Children's Hair.

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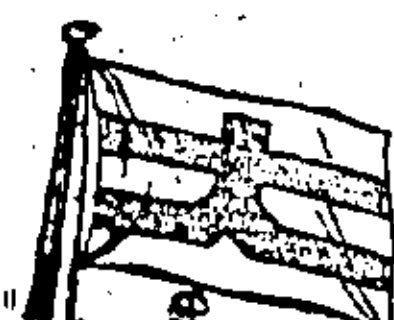
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LONDON & BOMBAY via PENANG, CEBU, PORT SAID AND MAR- SEILLES	NOVARA Capt. H. R. Hetherington R.N.R.	20th Oct.	Connecting at Colombo with Mail Steamer Morea.
SHANGHAI, MOJI & KOBE	NYANZA Capt. J. Gaunt R.N.R.	about 27th Oct.	Direct Service
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	MORE Capt. D. Asbury R.N.R.	Noon 3rd Nov.	Direct Service
SHANGHAI, MOJI & KOBE	MALTA Capt. C. C. Talbot R.N.R.	about 8th Nov.	Direct Service

Wireless on all steamers. Return tickets at a fare and a half available to Europe for two years, or intermediate ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to
E. V. D. PARR,
Acting Superintendent.

P. & O. S. N. Co.'s Office.



O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

AMERICAN LINE. FOR VICTORIA AND TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

U.S.S. "CHICAGO MARU" Capt. K. Hori Tuesday, 24th Oct., at 3 p.m.
† Omitting Shanghai and Nagasaki.

AUSTRALIAN LINE. FOR SYDNEY, MELBOURNE, AND ADELAIDE.

S.S. "NANKING MARU" Friday, 27th Oct., at Noon.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORTSWORTH, TENHAM, PENANG AND COLOMBO.

S.S. "INDO MARU" Capt. V. Somekawa Friday, 27th Oct., at Noon.

JAVA LINE. FOR MANILA, SANDAKAN, MACASSAR, SAMARANG, SOURABAYA & BATAVIA.

S.S. "SHIBETORO MARU" Capt. S. Yamane Friday, 3rd Nov., at Noon.

FORMOSA LINE. FOR TAMSUI, KEELUNG, ANPING, TAKAO, VIA SWATOW AND AMOY.

S.S. "JOSHIN MARU" Capt. T. Norushima Wednesday, 15th Oct., at 8 a.m.

S.S. "KANO MARU" Capt. Murakami Sunday, 22nd Oct., at 10 a.m.

* Calling at Tamsui, Keelung via Swatow and Amoy.

These Formosa Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—

H. YAMAUCHI, Manager.

Tel. Nos. 744 & 745.

No. 1, Queen's Building.

THE EASTERN &

AUSTRALIAN

MAIL

TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

Steamers	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	21st October.	16th Nov., at 11 a.m.
EASTERN	—	—

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. All Steamers fitted with Wireless Telegraphy.

For further particulars, apply to
GIBB, LIVINGSTON & CO.
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NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS

with transshipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND "AFRICAN LINE."

Proposed Sailings from Hongkong.

Steamers from Hongkong, on or about Connecting at Calcutta with On or about

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ and PANAMA CANALS.

(With liberty to call at the Malabar Coast).

FOR BOSTON & NEW YORK.

S.S. FOREMONT CASTLE On or about 10th November.

It is intended that the above vessel will proceed via Panama Canal.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore,

Batavia, Samarang and Sourabaya.

S.S. BORNIO MARU, For Batavia, Samarang, Sourabaya, 24th Oct.

S.S. BORNIO MARU, For Batavia, Samarang, Sourabaya, 24th Oct.

S.S. BORNIO MARU, For Batavia, Samarang, Sourabaya, 24th Oct.

S.S. BORNIO MARU, For Batavia, Samarang, Sourabaya, 24th Oct.

S.S. BORNIO MARU, For Batavia, Samarang, Sourabaya, 24th Oct.

S.S. BORNIO MARU, For Batavia, Samarang, Sourabaya, 24th Oct.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	LANGKOW	Oct. 18, at Noon
SWATOW & BANGKOK	HUPA	Oct. 18, at 4 p.m.
SHANGHAI	SHANTUNG	Oct. 19, at 4 p.m.
CEBU & ILOILO	TAMING	Oct. 20, at Noon
SHANGHAI	YINGCHOW	Oct. 23, Daylight
MANILA, CEBU & ILOILO	TAI	Oct. 24, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE. Twin Screw Steamers "Chinua," "Taming" & "Tean."

Excellent Saloon accommodation and ships. Electric Fans fitted. Extra state-

rooms on deck, aft on "Taming" and "Tean."

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. "Anhui," "Chenai," "Luchow," "Yingchow," "Shantung" and "Sinkiang," with

excellent accommodation, Electric Light and Fans in Saloon and State-rooms

maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving

Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo

on through Bills of Lading to all Yangtze and Northern China Ports. Passengers

are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

For	Steamers	To Sail
MANILA	LOONGSANG	SATURDAY, Oct. 21, at 3 p.m.
SHANGHAI	CHOTSANG	SUNDAY, Oct. 22, Daylight
HONGKONG & HAIPHONG	LOUSANG	TUESDAY, Oct. 24, at 7 a.m.
SANDAKAN	MAUSANG	FRIDAY, Oct. 27, at Noon
MANILA	YUENSANG	SATURDAY, Oct. 28, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	WEDNESDAY, Nov. 1, at Noon

RETURN TOURS TO JAPAN.

The steamers Kutsang, Namsang, Loosang & Pookang leave about every 3 weeks

generally call at Shanghai on route for Japan returning via Kobe (Inland Sea) and

Moji to Hongkong. Time occupied 23 days. This service is supplemented by the

Yushang, leaving Hongkong at regular intervals for Yokohama (when sufficient

inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time

occupied 19 days.

These vessels have all modern improvements and are fitted throughout with

Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are

fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo,

Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Koda, Lahad Datu, Simporna,

Tawau, Usukan, Jesselton and Labuan.

Under Straits Government Regulations. All European Passengers,

leaving the Colony for Straits settlement, are required to produce on arrival at

destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Telephone No. 215.

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SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAICHING Capt. W. C. Passmore FRIDAY, 20th Oct. at 2 p.m.

HAICHONG Capt. J. W. Evans TUESDAY, 24th Oct. at 3 p.m.

SWATOW

HAICHING Capt. W. C. Passmore MONDAY, 16th Oct. at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & Co.,

General Managers.



TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer Tons & Speed. Leave Hongkong.

NIPPON MARU 11,000-15 knots. Tues., 17th Oct. at 10.30 a.m.

SHINYO MARU 22,000-21 knots. Wed., 1st Nov. at Noon.

KOREA MARU 18,000-18 knots. Wed., 28th Nov. at Noon.

TENYO MARU 22,000-21 knots. Tues., 19th Dec. at Noon.

SIBERIA MARU 18,000-18 knots. Wed., 13th Dec. at Noon.

Leave Nagasaki.

PERSIA MARU 9,000-14 knots. Mon., 20th Nov. at 10.30 a.m.

† Omitting Manila. † Via MANILA, Omitting Shanghai.

* Cargo only. * Omitting Manila and Shanghai.

First Class to London G843. (871-19-0) Return G860. (8123)

" " " " San Francisco G850. G847.50.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail

Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz,

Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons & Speed. Sailing.

SEIYO MARU 14,000-13 knots. Thurs., 8th Nov. at Noon.

For full particulars as to Passage and Freight apply to

T. DAIGO AGENT.

Telephone 261. KING'S BUILDING (Opposite Blake Pier).



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT

TO ALTERATION.

DESTINATION. STEAMERS. Displacement. Sailing Dates.

LONDON via SINGAPORE, MALACCA, PENANG, COLUMBO, DUBAI, CAPE TOWN AND TENERIFE

FUSHIMI MARU. Capt. Iizawa. Tons 21,000. FRIDAY, 20th Oct. at Noon.

SHIRANO MARU. Capt. Fraser. Tons 16,000. THURSDAY, 2nd Nov. at Noon.

VICTORIA, B.C. & SEAT- TLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA

KAMAKURA MARU. Capt. Kawajima. Tons 12,500. TUESDAY, 31st Oct., at Noon.

YOKOHAMA MARU. Capt. Terada. Tons 12,500. WEDNESDAY, 22nd Nov. at Noon.

SYDNEY AND MELBOURNE via MANILA, CEBU, SINGAPORE, PENANG & BANGKOK

SARI MARU. Capt. Yoshikawa. Tons 12,500. TUESDAY, 14th Nov. at 11 a.m.

DAY ISLAND, TOWNS, VILLE AND BRISBANE. Capt. Soyeda. Tons 12,500. TUESDAY, 12th Dec. at 4 p.m.

CALCUTTA via SINGAPORE, PENANG & BANGKOK

COLOMBO MARU. Capt. Nomura. Tons 10,000. FRIDAY, 20th Oct. at Noon.

BOMBAY via SINGAPORE, PENANG & BANGKOK

BOMBAY MARU. Capt. Shimohara. Tons 8,000. THURSDAY, 28th Oct. at Noon.

MALACCA AND COLOMBO

SANGO MARU. Capt. Soyeda. Tons 12,500. SATURDAY, 11th Nov. at 11 a.m.

NAGASAKI, KOBE & YOKOHAMA

KAMO MARU. Capt. Shimokura. Tons 16,000. FRIDAY, 27th Oct. at 10 a.m.

SHANGHAI, MOJI & KOBE

RANGOON MARU. Capt. Kobayashi. Tons 8,000. THURSDAY, 19th Oct. at Noon.

SHANGHAI & KOBE

CEYLON MARU. Capt. Tsuda. Tons 10,000. MONDAY, 30th Oct. at Noon.

EASTBOUND NEW YORK LINE

via PANAMA CANAL.

(CARGO ONLY)

NEW YORK via SHANGHAI, SINGAPORE, PENANG, MALACCA, COLOMBO, DUBAI, CAPE TOWN AND TENERIFE

KOBAYASHI MARU. Capt. T. Date. Tons 15,000. FRIDAY, 20th Oct. at Noon.

HAMA, SAN FRANCISCO, MANAGAWA MARU. Capt. Rojiri. Tons 12,000. Middle of November.

PANAMA AND COLOMBO

NIPPON YUSEN KAISHA

B. MORI, Manager.

SHIPPING

MITSUI BUSSAN KAISHA'S

SOUTH AMERICAN LINE.

STEAMSHIP

"KOMOSAN MARU,"

will be despatched from Hongkong by

the TOYO KISEN KAISHA.

On WEDNESDAY, October 18th for

JAPAN, SAN FRANCISCO, BALBOA and

South American Ports.

For rates of freight and further

information apply to—

T. DAIGO,

Agent, Toyo Kisen Kaisha.

Hongkong, Oct. 6, 1916. 1107

P. & O. S. N. Co.

STEAM FOR

STRAITS, COLOMBO, AUSTRALIA,

BOMBAY, EGYPT, MEDITER-

RANEAN PORTS, AND

LONDON.

Through Bills of Lading issued for DATA-

VIA PERSIAN GULF, CONTINEN-

TIAL, AMERICAN AND SOUTH

AFRICAN PORTS.

THE Steamship TOYAMA, Captain

H. N. HENDERSON, R.N.R. carrying

this steamer's Mails, will be despatched

from this port on or about FRIDAY,

the 20th October, 1916, taking Passengers

and Cargo for the above ports in con-

